(a) whether introduction of lower slab rate for parking for small duration would not help achieve the desired objective;

(b) whether this is opposed by the countractors' lobby in the midst of their ongoing contracts; and

(c) the manner in which Government propose to resolve the matter?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) The Municipal Corporation of Delhi (MCD) has informed that number of reforms have been initiated to motivate people to part their vehicles in authorized parking lots, which includes, *inter-alia,* Identification and authorization of new parking sites, upgradation of these parking sites and keeping parking rates low, to restrict misuse of organized parking sites like basements for commercial purposes, enforcement of land-use policy and keeping compulsory provision of parking sites in commerical buildings.

(c) and (d) The MCD has further informed that the report on parking policy of Government of NCT of Delhi recommends rationalization of parking fee and evolving uniform parking fee. Some parking contractors have also submitted a representation to the MCD for rationalized parking fee structure.

National Urban Transport Policy

2232. SHRI DARA SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(d) whether Government propose to bring new National Urban Transport Policy;

(a) if so, the proposed features of the new policy;

(e) whether the State Governments also were/are being consulted in this regard;

(b) if so, the suggestions given by them; and

(c) the time by when the new policy is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) A National Urban Transport Policy has been approved by the Government in April, 2006. It,

inter alia, seeks to promote integrated land use and transport planning, greater use of public transport and non-motorized modes of travel, use of cleaner technologies. It offers Central Government's financial support for investments in public transport, infrastructure for greater use of non-motorized modes, as well as in the construction of parking facilities, including demonstrative pilot projects. It encourages capacity building at institutional and individual level, innovative financing mechanism, institutional coordination, association of the private sector and need for public awareness and cooperation.

(c) and (d) The draft Policy was circulated to all the State Governments and also presented at a conference of Chief Ministers held on 29th June, 2005. While there was overwhelming support for the policy at this conference, some of the significant suggestions made were:—

(i) Reduction of the minimum population threshold for Central Government's financial support towards mass transit systems.

(ii) Review of the Motor Vehicles Act taking into account the specific requirements of city transport.

(iii) Accommodating the specific requirements of cities in hill States.

(iv) Creating awareness through educational programmes on the problems of Urban Transport at the school level.

(v) Encouraging all possible modes of transport, including waterways and ropeways.

(e) Implementation of such a policy is an ongoing process to be undertaken by the State Governments as this is a State subject.

Filth/pollution due to commercial use of parks

†2233. SHRI MANGANI LAL MANDAL: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(c) whether it is a fact that parks located in Delhi are being openly used by NDMC for commercial purposes as a result of which filth and pollution spreads and public utility, cleanliness and beauty of parks is lost;

(d) whether it is also a fact that unnecessary demolition and encircling is being carried out in Talkatora Park for this purpose and original

† Original notice of the question was received in Hindi.